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trunk of the Ohio and its important tributaries in their long, heavy canoes, carrying great packs of furs, and casks of salt and provisions. (2) the Flatboat Age, when the rush of Western emigration relegated the canoe to the smaller streams and keelboats and flatboats took its place. In those busy days, when the Middle West was being settled, sixty and seventy flatboats were sometimes seen to pass a given point in a single day. The (3) Steamboat Age marked the rise of the great industries and the swift advance of Pittsburg, Cincinnati, and Louisville. With the end of the nineteenth century, the river passed (4) to the Age of the Steel Barge, one tugboat hauling a fleet of freight-laden barges.

Owing to the numerous floods, the majority of the population in the valley was not found along the banks of the river until the steamboat age. The same is true of the Indian nations who made their homes far from the river and up its tributaries.

The author has used his copious materials with great care and his book is a welcome and adequate treatment of an important subject. The index is excellent. The map, unfortunately, does not show a single topographic feature excepting the drainage. It gives no indication of the very geographical features here described as shaping history! A chapter giving an expert geographical account of the Ohio Valley is lacking, though it would have been valuable.

Panama. The Isthmus and the Canal. By C. H. Forbes-Lindsay.

384 pp., 16 Views from Photographs, Maps and Diagram. The John C. Winston Co., Philadelphia, 1906.

The book may be commended to any reader who desires a straight-forward and simply written account of the Isthmus of Panama and of the canal. The story is told from the earliest explorations to the present time. It does not contain technical matter. The author is very successful in his efforts to extract from long official reports all that the general public cares or needs to know, and in giving the gist of everything in his own language and in an interesting manner. His description of the 85-foot level plan, upon which the canal will be constructed, is a readable and accurate treatment of a topic that might be made very dry. To put the story of the great engineering project into its proper setting he gives us first a clear idea of the isthmian country and describes the Panama Railroad, Canal exploration and the French fiasco. The small black and white maps are poor, but a good plan of the canal on the 85-foot level is given. The book lacks an index.

Ein Land der Zukunft. Ein Beitrag zur näheren Kenntnis Argentiniens. Von einem deutschen Offizier. 274 pp., 100 Illustrations, and 1 Map. Verlag von "Südamerika" (J. Greger), Munich [1903?]. (Price, M. 5.)

The author says that letters sent to him from Germany were addressed to "Buenos Aires, Brazil," and that after his return to Germany, educated persons asked him whether Spanish or Portuguese was spoken in Buenos Aires. He has written this book to give his countrymen correct ideas of the history, development, present condition and future prospects of the Argentine Republic. The volume contains a great deal of information relating to all parts of the country. The engravings from photographs are especially notable, as most of them are original and their tendency is educational.